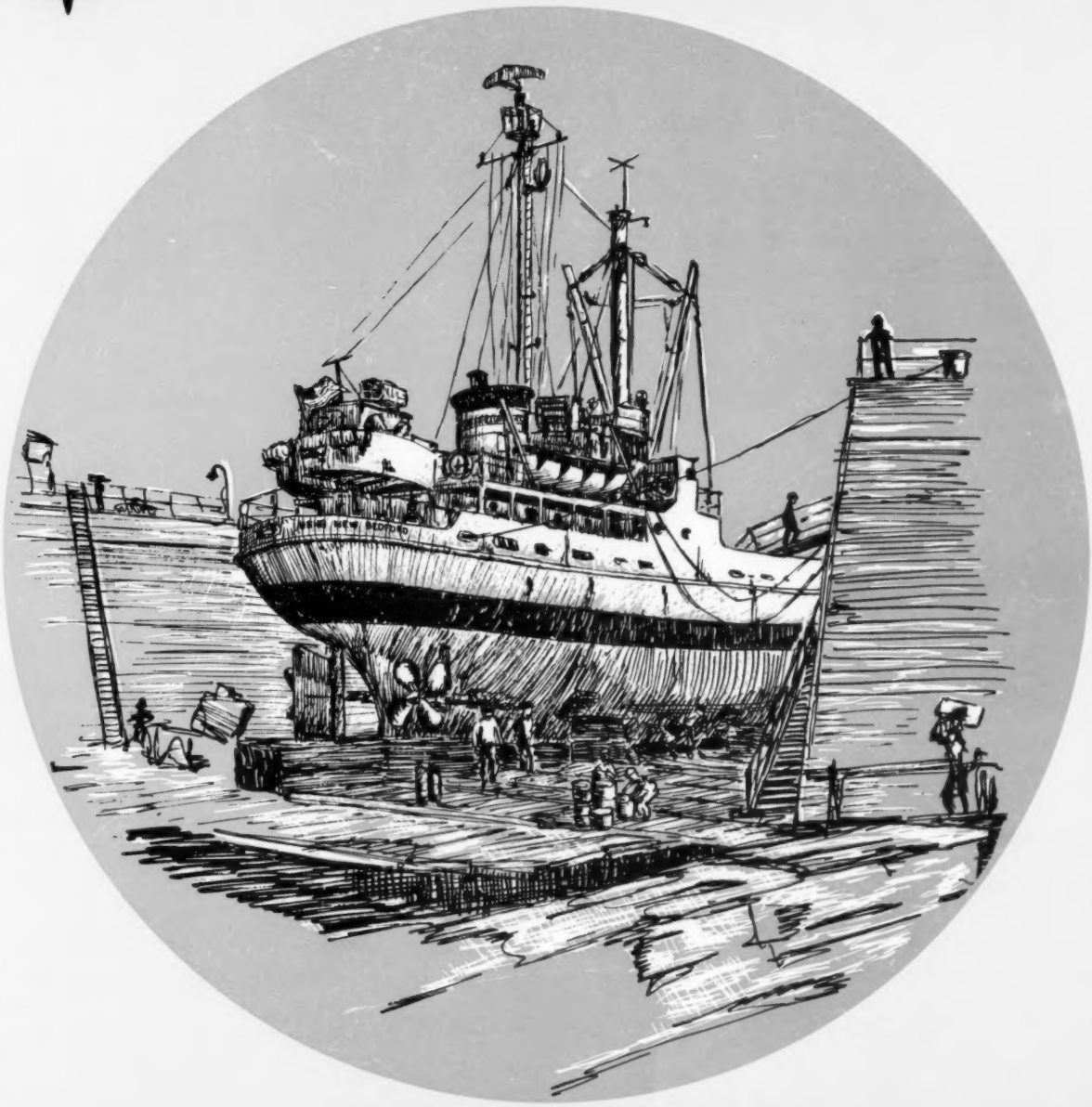
SEALIFT



MAY 1973

National Maritime Day

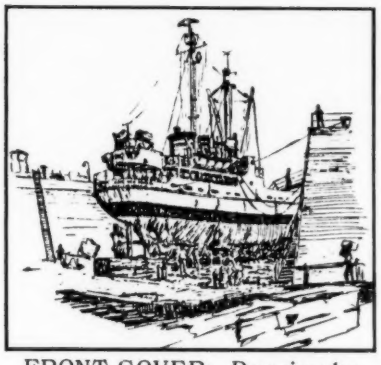
President Nixon again has designated May 22 as National Maritime Day. On this one day, each year, attention of the American public is focused on the accomplishments, the heroism and the objectives of the men and women who make up our nation's maritime industry. As the President points out, this year, for the first time in the past 12 years, our merchant seamen and the ships they sail are not actively involved in supporting U.S. military forces in combat.

Our merchant mariners can be proud of their record in providing past support. The record recounts outstanding accomplishments, carriage of tremendous tonnage, ingenuity in overcoming obstacles, and skill and heroism in operations. The merchant mariner's contributions to our country's seapower in these years of test and trial have been vitally significant.

Today, however, the importance of the merchant marine is even greater in peacetime than it was in war. That is because the relationship between our economy and our natural resources is changing swiftly and drastically. We are rapidly becoming an island nation in the economic sense, and we must have a viable merchant marine to serve our economic goals. The merchant marine provides the ships required and the skilled people needed. It is very fitting that as we observe National Maritime Day this year, all Americans should pledge themselves to work together toward the goal of maintaining a strong and viable merchant marine.

John D. Chase

Commander, Military Sealift Command



FRONT COVER: Drawing by Artist Michael Duguay.

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WATER SAMPLING: Senior Scientist Dr. Willard S. Moore removes a water sample from the hydrographic cable.

You don't have to be an oceanographer to know which way

The current flows (but it helps)

by
David Reid

photos by
John Freitag and Walter Jahn

In early January, the MSC operated oceanographic research vessel USNS Bartlett departed San Diego on a three month mission to conduct research operations in the Southeast Pacific Ocean. The shipboard complement consisted of MSC personnel and scientists from the Ocean Floor Analysis Division and the Pacific Support Group of the U.S. Naval Oceanographic Office (NAVOCEANO).

A geophysical survey of the ocean floor between the equator and 17°S, and 90°–110°W was conducted during the first two months of the cruise. The purposes of this phase of the mission were to map the complex topography of a submarine ridge known as the East Pacific Rise and to learn more about the geologic and structural history of the surrounding region. Data collected aboard Bartlett will help answer questions about the formation of the ocean basin structure and the sea-floor spreading activity in the area, which scientists believe is related to earthquake activity in South America.

After completing the geophysical survey, Bartlett put into Callao, Peru to replenish supplies and fuel, and to take aboard a new team of scientists for the second phase of the mission. This phase included research operations off the coast of South American between 20°S and Acapulco, Mexico. The investigations focused on at least seven related geochemical studies, two physical oceanographic studies, a sedimentolcgy project, and testing of a new deep-sea 70mm camera system. The scientific team included specialists from the Ocean Floor Analysis and Physical Oceanography Division, and Pacific Support Group of NAVOCEANO, the University of Southern California, and Scotland's University of Glasgow.

Major emphasis of the geochemical studies was on determination of characteristics and rates of mixing between adjacent surface waters (horizontal mixing) and surface and deep waters (vertical mixing) in the Peru-Chile Current. Aside from learning more about the dynamics of ocean circulation, oceanographers were interested in mixing and mixing rates because they have a direct and important bearing on use of the sea as a source of food, and as a disposal area for various wastes.

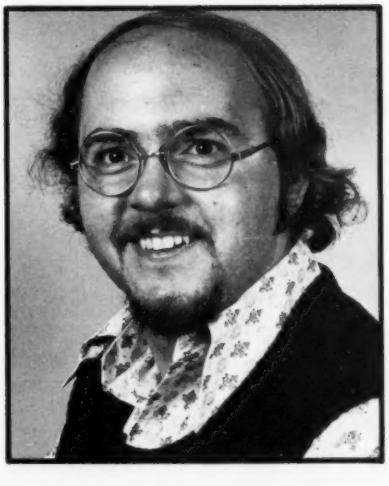
It is essential that man be able to forecast the fate of any material introduced at any spot in the ocean—how fast, in what form (toxic or nontoxic, reactive or stable), and in what direction will it disperse? Scientists can not realistically attempt to answer these questions without understanding dynamics of motion and the anticipated interactions between them.

The food chain in the ocean starts at the microscopic level. Tiny plants known as phytoplankton provide both food and oxygen for other marine life. Phytoplankton have two basic requirements for living. First, the water must contain a sufficient amount of dissolved substances called nutrients, which act as the "fertilizer" on which the phytoplankton feed. Secondly, the water must be illuminated by enough sunlight to allow photosynthesis, just like land plants. Need for sunlight limits the phytoplankton to a thin surface zone in the ocean, known as the photic zone.

It may vary in thickness from only a few feet to over 300 feet, depending on the clarity of the water. The water must have a good supply of nutrients to support the plant life. However, the phytoplankton represent a continuous drain on the nutrient resources of the photic

ON THE BRIDGE: Master Richard W. Gregg commands Bartlett.

About the author

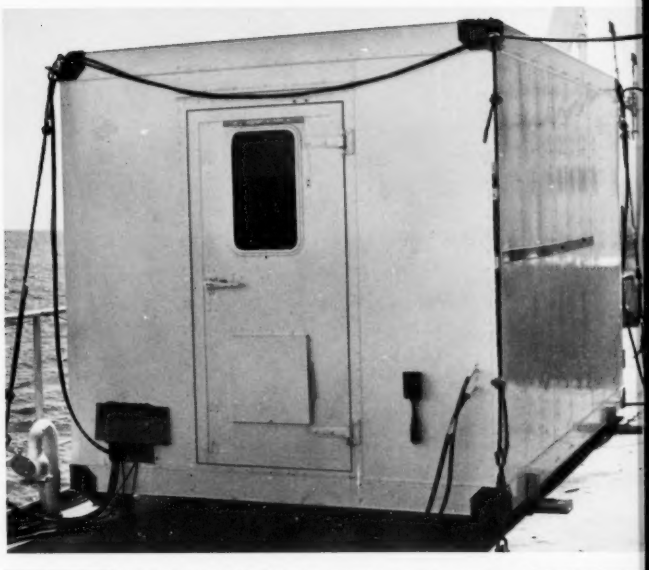


David F. Reid is a chemical oceanographer with the Ocean Floor Analysis Division of the U. S. Naval Oceanographic Office. An alumnus of the State University of New York at Stony Brook (Long Island), class of 1969, he joined NAVOCEANO in August of that year. He and his supervisor/co-worker, Dr. Willard S. Moore, study the processes and rates of mixing in the ocean by measuring distribution of radioactive elements.

Their work has been applied to several Navy projects including the disposal of chemicals off the coast of Florida in 1970.

Reid has been involved in research operations aboard the USNS Desteiguer, and the USNS Lynch, both oceanographic survey vessels operated for NAVOCEANO by Military Sealift Command.

CAMERA: Three scientists lower a 70mm deep sea camera into the water. The rig has a 'pinger' attached to monitor location of the camera.



CONTAINERIZED: Electronic instrumentation used to survey the ocean floor is containerized.

zone. To complicate matters, once consumed, nutrient material becomes locked within the tissue of the living phytoplankton.

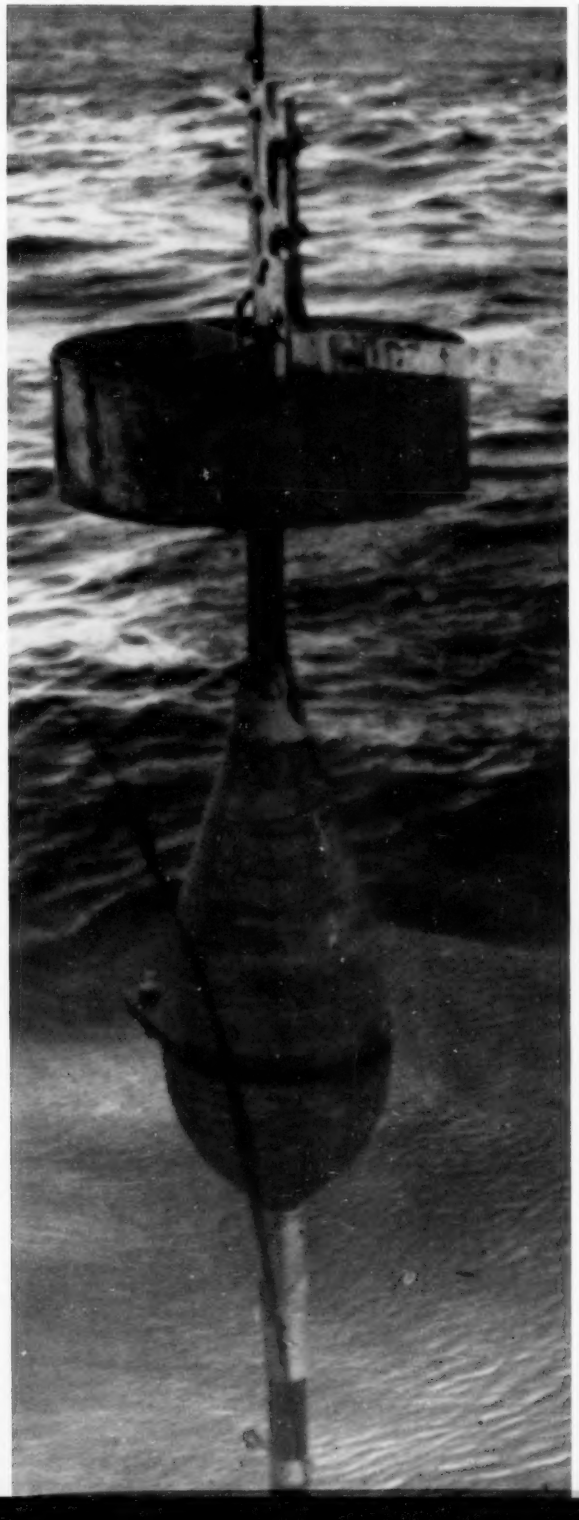
After death the processes of decay and dissolution do unlock the nutrients. But, the rate at which the dead plant material sinks below the photic zone is faster than the rate of decomposition. Net result is that nutrients are removed in the photic zone and regenerated in the deeper water. There must be a mechanism which replenishes the surface layer with nutrient materials.

That mechanism is vertical mixing, whereby the deeper nutrient rich waters are mixed into the photic zone. There is some input from rivers and by rain, but it is very small compared to that from deep water. In mid-ocean, the replenishment is usually rapid enough to support a low to moderate level of marine life. The level of marine life is considerably higher near land, where the water depth approaches the thickness of the photic zone (nutrients then remain in or near the photic zone) and where mixing is more rapid due to the effects of tides and wind, and where there is sometimes a man-made input of nutrients, such as phosphate residue from detergents.

Off the western coast of the continents vertical mixing includes a very important phenomenon known as upwelling. Upwelling is caused by the effects of the wind and the rotation of the earth which combine to push

surface waters out towards the open ocean. As a result the deeper, nutrient-rich water moves up to replace the missing surface water. Once in the photic zone this water supports considerable marine life. One such region of upwelling is off the coasts of Peru and Chile, in the Peru-Chile current. There a plentiful fish supply

INSIDE: Senior Scientist Leonard Johnson examines a record of the ocean floor structure.



SAMPLING: A coring device is lowered into the water. It has a 2,000 pound weight, fins, and a tube which penetrates the mud on the bottom.

POSITIONING: Third Officer Richard T. Nelson adjusts satellite navigation equipment.

supports a large fishing fleet and a large population of sea birds—who also are responsible for the huge guano (fecal) deposits along the coast. The guano, mined as a fertilizer, is very important to the local economy.

Unfortunately, about every seven years, a phenomenon occurs called El Niño which severely reduces the amount of upwelling and allows intrusion of warm nutrient-poor equatorial waters into the area. This causes widespread destruction of marine life. El Niño apparently is caused by a decrease in the intensity of the trade winds. The trade winds normally move considerable volumes of surface waters, thereby keeping an effective upwelling in progress, and preventing the southward flow of equatorial water. When El Niño occurs the fishing fleets lay idle, the sea bird population dwindles, and the economies of the coastal countries are threatened. The last occurrence of El Niño started in late 1972 and the fishing fleet hasn't been out in approximately six months.

Research operations on Bartlett were designed to study the rates and patterns of mixing in the Peru-Chile current during El Niño, in both upwelling and non upwelling areas, and to determine variation as the equator is approached. Several methods, utilizing the chemistry of the water, were employed. The general mixing characteristics between adjacent water masses can be determined by measuring changes in concentration of chemical variables such as dissolved oxygen, salinity (salt content), pH, nutrients, dissolved carbon dioxide, and trace metals (minor concentrations of metals such as iron, manganese, copper or nickel).

Their distribution allows an estimate of the extent to which two chemically different water masses mix, and can also tell scientists when a particular water mass has actually been formed by mixing of two other water masses.

A good estimate of the rates of mixing in the ocean can be obtained from the distribution of various radioisotopes, which act as natural clocks, thus allowing scientists to calculate a time factor associated with mixing.

Several hundred such samples were obtained. Analyses of the samples will involve scientists and facilities at NAVOCEANO and several American and foreign universities. They hope to be able to provide detailed information concerning characteristics of El Niño relative to changes in the mixing characteristics in the Peru-Chile current. Perhaps, with such information, a way to lessen the impact of El Niño can be found. □

Not nine to five bureaucrats, three MSC, Pacific employees are cited for

Lending a hand

by
Ed Nurenberg

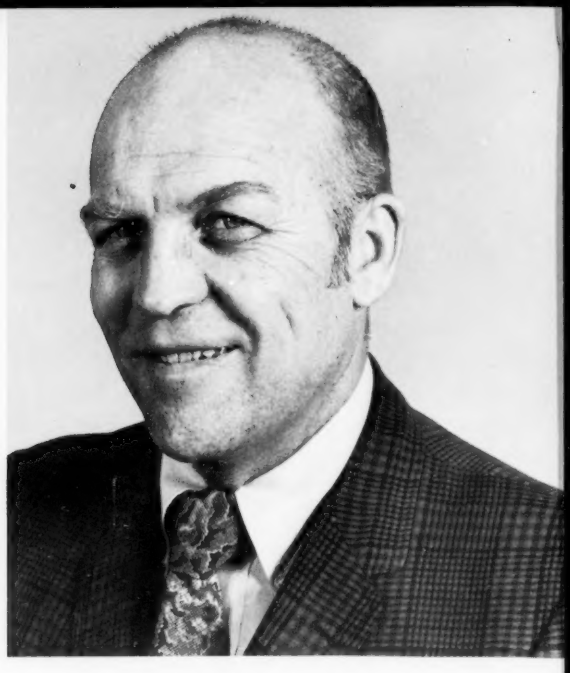
Federal employees in the San Francisco Bay Area are not nine to five bureaucrats, as was illustrated when the Service to the Community Committee of the San Francisco Federal Executive Board cited 27 Bay area federal workers for their spare time contributions to the community. Three are employees of Military Sealift Command's Pacific headquarters.

Federal Executive Boards were set up in 1961 and are located in the cities where the U.S. Civil Service Commission has regional offices. Goals of the boards are to help implement Presidential policies and priorities, to promote cooperative action by federal agencies and to enhance the image of the federal government in the community. MSC employees were cited for community work which helped improve the federal worker's image.

During the day, Mrs. Lena Steffler heads the payroll branch of the Pacific area Accounting Division. In the evening, she is a "compassionate volunteer worker," according to the accolade presented to her during a Federal People Reach Out Luncheon honoring all 27 Bay area workers.

For the past 10 years, Lena Steffler has answered calls for help from San Francisco's St. Francis Hospital. Her assignments ranged from gift shop sales to volunteer work as an admissions clerk in the emergency room. Routinely, Lena takes a turn at the Irwin Memorial Blood Bank's Canteen serving refreshments to blood donors. She also works with the Oakland Chapter of the Associated Blind of California, transporting members to and from meetings. Somehow, Mrs. Steffler finds time to help raise money for the blind and mentally retarded.

Lena Steffler
. . . payroll head

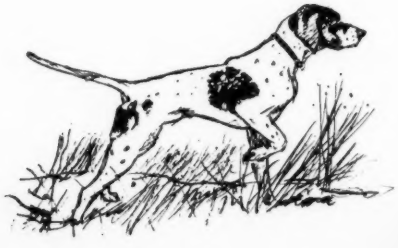


Edward Besse
. . . . transportation specialist

Marine transportation specialist Ed Besse, is an outdoor enthusiast. "A National Campers, Hikers Assn. chapter with a community conscience" is what Ed calls the Golden Gate Nomads Club which he helped form. Besse was responsible for getting the Nomads interested in helping the Wee Care Center of Concord, Calif., as a yearly project. The center was established by parents of children who are mentally ill, or physically or emotionally handicapped. Besse's group has donated their spare time for over two years, remodeling, redecorating and landscaping the center's property. He also is active in the Jeep Club which is concerned with ecology and conservation. As chairman of the search and rescue unit, Besse works closely with the Contra Costa Sheriff's office during fire, flood, aircraft accident or other disasters.

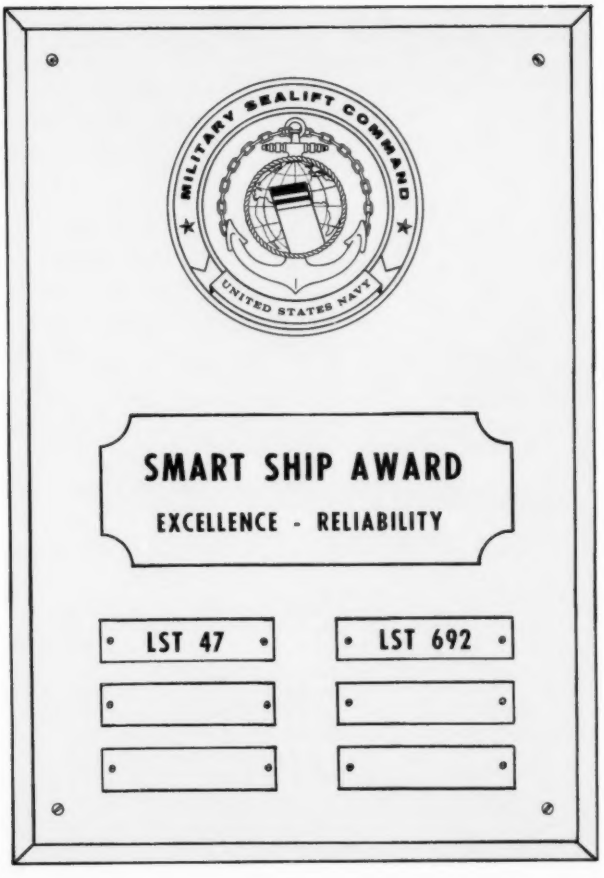
Allen Lunsden has been an animal lover all his life, and the director of Pac's budget and statistics division since 1967. He was cited at the Federal People Reach Out luncheon for his investigations of cruelty to animal complaints and his involvement in animal rescue work. Lunsden and his wife Betty have been members of the Volunteer Contra Costa Society for the Prevention of Cruelty to Animals for 15 years. Both have served as officers of the organization. Mrs. Lunsden is also a volunteer state humane officer with authority to enforce California anti-cruelty laws. Mrs. Lunsden handles the SPCA phone during the day and she and her husband investigate cruelty cases evenings and weekends, assisted by 10 volunteers who cover an entire county. □

Allen Lunsden
. . . budget director



Reliability +
safety +
management =

Smart Ships



Two MSC LSTs have been approved for 1972 Smart Ship awards, one the Korean manned LST 692 and the other the Japanese crewed LST 47. Both are operated by Military Sealift Command, Far East.

Smart Ship awards go to those MSC vessels with the best records in ship reliability, safety, material condition, ship management and cost savings programs. Command inspections play a significant part in selection of annual winners.

LST 47 won over 16 vessels in the Japanese-manned LST class. In nominating her, Capt. Darrel D. Ruebsamen, Commander of Military Sealift Command, Far East, said "USNS LST 47 has been one of the front runners in all inspections and evaluations. Assigned masters of this vessel did their own piloting on 25 different occasions, thereby saving the U.S. Government about $5,600 in pilot fees." During the competition period Capt. M. Shiga and Capt. S. Kamada served as masters of LST 47.

LST 692 earned the highest marks in competition with nine other Korean-manned LSTs. Her skippers piloted their own vessel on 19 different occasions, saving $3,710 in pilot costs. "The masters, officers, and crew of USNS LST 692, by their diligent efforts and can-do attitude really earned this award," said Captain Ruebsamen.

Three different masters commanded LST 692 during the competitive period. Capt. U. K. Pyon was at her helm twice, Capt. R. U. Pak three times and Capt. H. K. Kim commanded her once.

Rear Admiral John D. Chase, commander of Military Sealift Command, approved the nominations by the Far East commander. His letter to the ships read, "It is with genuine pleasure that I congratulate the officers and men of LST 692 and LST 47 for their fine performance of duty in achieving the excellent standards of administration and operational readiness necessary to win this coveted award. Throughout this competitive period the ships accomplished their arduous missions with a high degree of effectiveness and reliability." □

THR
Chor
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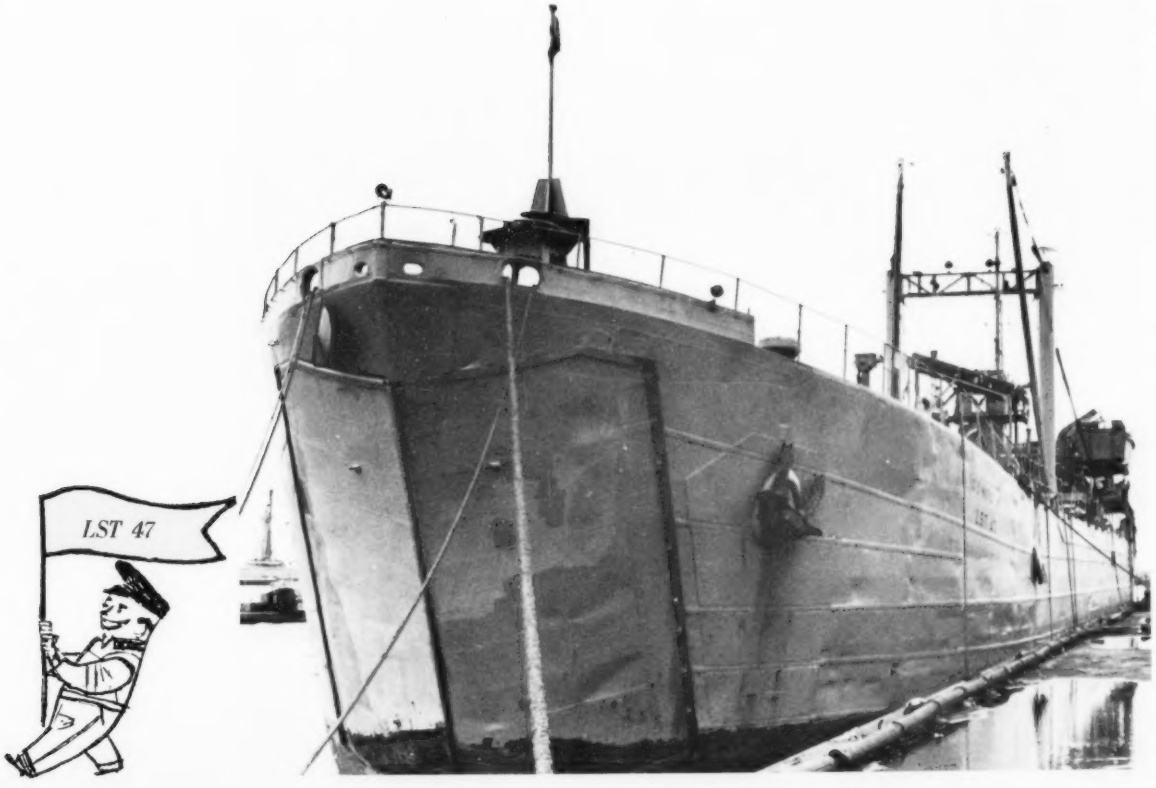
ter

TWICE: Korean Master U Kyu Pyon walked the bridge of LST 692 during the competition. He now is master of USNS Provo, a cargo vessel.

KOREAN MASTER: Capt. Hyon Ki Kim was at the helm of LST 692 during the competition period and now is master of USNS Cheyenne, a cargo ship.

THREE TIMES: Korean Master Ki Chong Pak commanded LST 692 during the competitive period, and still is master of the vessel.

JAPANESE MASTER: Kamada Saburo, skipper of LST 47.



MSC's Marine Employee of the Year "Oscars" go to

Nasset, McKee and Palacio

by
Linda McDaniel

MASTER: Capt. Lawrence O. Nasset.

Some people are willing to let others do the work. Others are satisfied if the job gets done. And then there are those people who not only do a job—but who do it in an outstanding manner.

Capt. Lawrence O. Nasset and Chief Engineer Donald K. McKee, of Military Sealift Command, Pacific, and Purser Albino N. Palacio, Far East, obviously belong in the last category. They are MSC's 1972 marine employees of the year.

Captain Nasset and Mr. McKee were jointly nominated for the coveted award by MSC, Pacific Commander Rear Admiral William Guest because of their outstanding professional performance of duties as master and chief engineer of the USNS Taluga.

In a letter notifying Captain Nasset of his selection, Rear Admiral John Chase said: "your professional competence displayed while in command of a 27-year-old vessel, with a crew of 105 civilian marine employees who were assigned duties which were without parallel in the merchant service, has been a key factor in Taluga's rapid acceptance as a valuable member of the Pacific Fleet Service Force."

Shortly after accepting command of a former Navy fleet oiler, the USS Taluga, in May 1972, Captain Nasset began grappling with an unprecedented task. He was determined to prove that a U.S. Civil Service crewed fleet oiler could conduct replenishment operations as effectively and professionally as did her former military crew. And that he did.

Only four months later the Taluga had successfully conducted more than 160 at-sea replenishments and had

garnered a number of "well dones" for efficiently responding to refueling needs of fleet combatant ships.

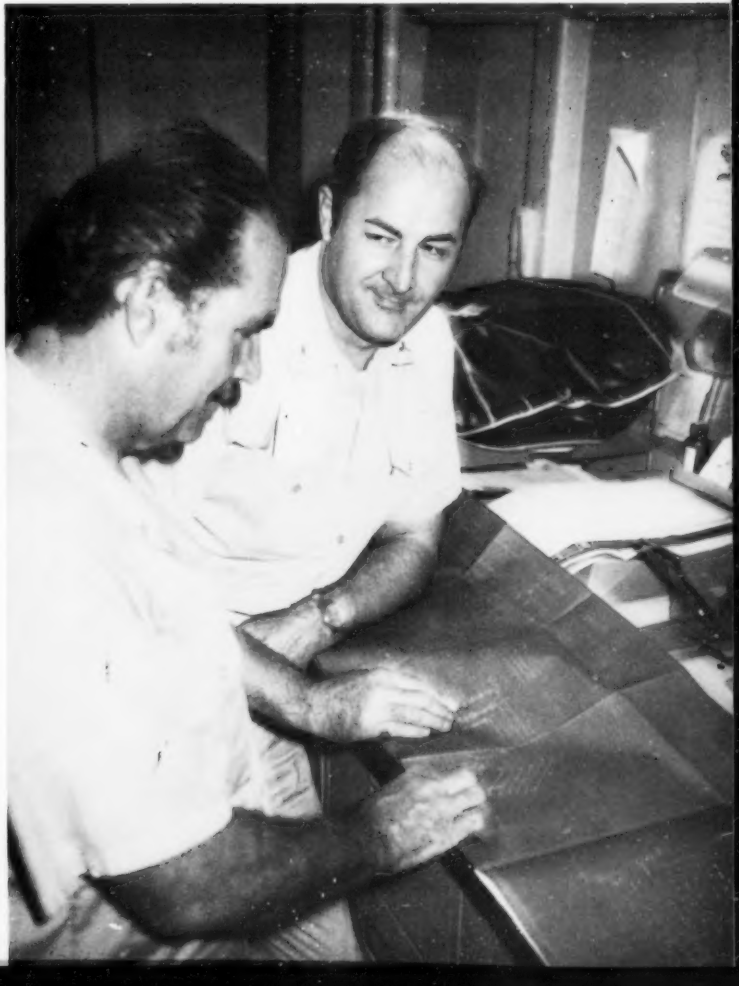
While Captain Nasset was busy shaping up Taluga's crew, Chief Engineer McKee was busy shaping up the ship. His first priority was to get a vigorous engine repair program under way. Working on a tight schedule, Chief Engineer McKee insured that the ship was in top mechanical condition before starting on its mission.

Of equal importance to McKee was the challenge of familiarizing himself with at-sea replenishment operations—tasks relatively new to the crew of a civilian-manned tanker. Taluga's performance has been outstanding—partly because McKee, as her chief engineer, assured that all engine orders were responded to promptly and properly during every refueling operation.

Purser Albino Palacio earned the MSC, Far East award for superior handling of his disbursing duties as purser while assigned to the USNS Brostrom during 1972. MSC, Far East Commander Capt. Darrel Ruebsamen cited Purser Palacio for "exemplary pride and ability shown in the performance of his duties" in a letter nominating Mr. Palacio. The area commander further stated that Mr. Palacio had never missed a deadline although the USNS Brostrom has a considerably larger crew than most Far East ships. To maintain his record, Purser Palacio often worked on his own time, without pay, to see that the crew was paid prior to arriving or leaving port. His concern for welfare of the men he served was appreciated by the USNS Short Splice crew. When Palacio was transferred to the Brostrom, crew members of the Short Splice submitted a petition requesting that he be returned to their ship.

All three—Nasset, McKee, and Palacio—although in very different jobs—now have at least two things in common. Each is an outstanding employee, and each has an award which certifies superior performance of demanding responsibilities. □

CHIEF ENGINEER: Don McKee, (R) discusses blueprints with First Engineer Ed Schaffer.



MSC, Pacific seamen help write a 22 year chapter of MSC history which nears an end as

LSTs are laid up

by
JOl Dan Hansen

It's a sad thing to see a ship made ready for Ready Reserve Status, or RRS. It is an impersonal process. Consumable items are removed, spare parts boxed, and engines and equipment are coated with preservatives. The ship is towed to an anchorage, sealed against the elements, and there she sits, a cold, empty steel hull which once was a vital, working element in the ocean-going industry.

This operation is currently being performed on ships belonging to the Military Sealift Command, Far East. By the end of June, the command's LST (landing ship tank) fleet, which consisted of 42 ships at the height of the Vietnam War, will have only six fully operational vessels. Five of these will be newer American-manned 1156 class LSTs and one an older, Korean-manned, 542 class LST.

All but one of the original LST fleet will have gone into reserve status or been scrapped by June 30. Of these ships, three already have been turned over to the Philippine Navy and one was sold to Chile.

The command's LST operations began in 1951 during the Korean War. MSC, Far East then known as Military Sea Transportation Service, Western Pacific Area, was heavily committed to moving men and material in and out of the Korean war zone. Due to a critical shortage of LSTs and a backlog of cargo lifts, 38 World War II vintage, 542 class LSTs belonging to the Shipping Control Authority, Japan, were made available to the command.

In March 1952, these 38 ships were transferred to the Military Sealift Command. Operation of the LST fleet was undertaken by the American Ship Operating Co. (AMSHIPOPCO), a Japanese firm, under a government contract. The Japanese-manned ships were repaired and operated by the Japanese company in the same manner as MSC contract-operated tankers. The LSTs flew the U.S. flag and were designated USNS LSTs under MSC —the MSTS—operational control.

This situation continued for the next 10 years, with the number of operational ships fluctuating as dictated by cargo requirements. When not in use, the vessels were put in the Ready Reserve fleet at Sasebo, Japan. In 1962, American Shipping Company's contract was not renewed and administrative control of 17 fully operational vessels was taken by MSC, Far East. Japanese crews remained on the job.

In 1965, with increasing U.S. activity in the Vietnam War, an additional 14 LSTs were activated from the RRS fleet in Sasebo. Eleven were crewed by Japanese seamen and three by Koreans. In March 1966, five LSTs

CAPTAIN: Japanese Master Mitsuyoshi Shiga of LST 117.

were transferred to MSC, Far East from MSC's Pacific and Atlantic area commands. In February 1967, another six were received from the U.S. Navy. All the latter vessels were crewed by Korean seamen. Of the 42 active LSTs in 1967, 28 were manned by Japanese seamen and 14 by Koreans.

The Japanese and Korean seamen who have sailed for MSC, Far East during the past 21 years have set an enviable record in the Western Pacific. They have garnered seven Smart Ship awards and, in 1971, Korean mariner Yong Son Chon, then second officer of T-LST 488, was honored as MSC employee of the year.

It would be difficult to list all the instances where these mariners performed above and beyond the call of duty. There was the time, in May 1972, when more than 4,000 Vietnamese refugees fleeing from invading North Vietnamese forces were stranded at Tan My, east of Hue in the Republic of Vietnam. In the two days, two Japanese-manned LSTs carried these people to safety at Chu Lai, 90 miles south.

The Environmental Prediction Research Facility of the Naval Postgraduate School in Monterey, Calif., still uses Capt. Hisashi Hatano's report, "South China Sea and the Approaches," as source material. The report contains data gained through 13 years of personal observation and provides insight into atmospheric and oceanographic phenomena experienced in Southeast Asia.

T-LST 117, under the command of Capt. Mitsuyoshi Shiga, spent the month of August 1972 ferrying emergency supplies between Manila and Subic Bay following a series of typhoons that devastated the central and southern areas of the island of Luzon in the Philippines.

MSC, Far East's Japanese-manned LSTs have made three voyages throughout the numerous and frequently uncharted islands of the Trust Territories.

Japanese mariners also have made personal sacrifices in carrying out their duties. In 1967, when T-LST 550 was shelled while traveling the Saigon River in the Republic of Vietnam, one man was killed and four injured.

CHESTERFIELD COUNTY: LST Chesterfield County once was part of a 42-ship fleet of LSTs operated by MSC

These are but a few of the services these men have performed for MSC, Far East. No job was too tough, no job impossible. Some just took a little longer. The efforts of these men and their dedication to the command have been exemplary. They will be remembered, and they will be missed.

On June 30, a chapter will close in Military Sealift Command, Far East history. The last Japanese mariner will have left the command, and the ships they manned, the long grey, ungainly but incredibly useful LSTs, will lie at anchor. But, they will be available if required, needing only skilled seamen to again make them useful servants of the U.S. Armed Forces. □

MERCY MISSION: LST 117 ferried emergency supplies between Manila and Subic Bay after a series of typhoons in August 1972.

Artist Michael Duguay illustrates his love of the sea as his wife asks

"Another ship picture?"

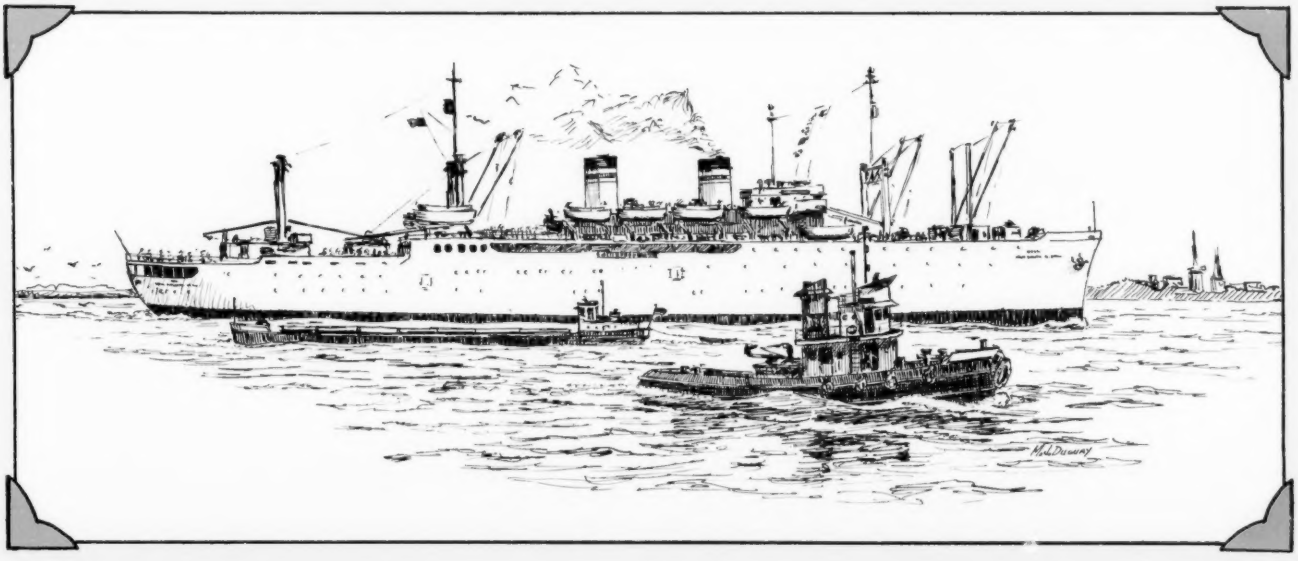
by
Larry Manning

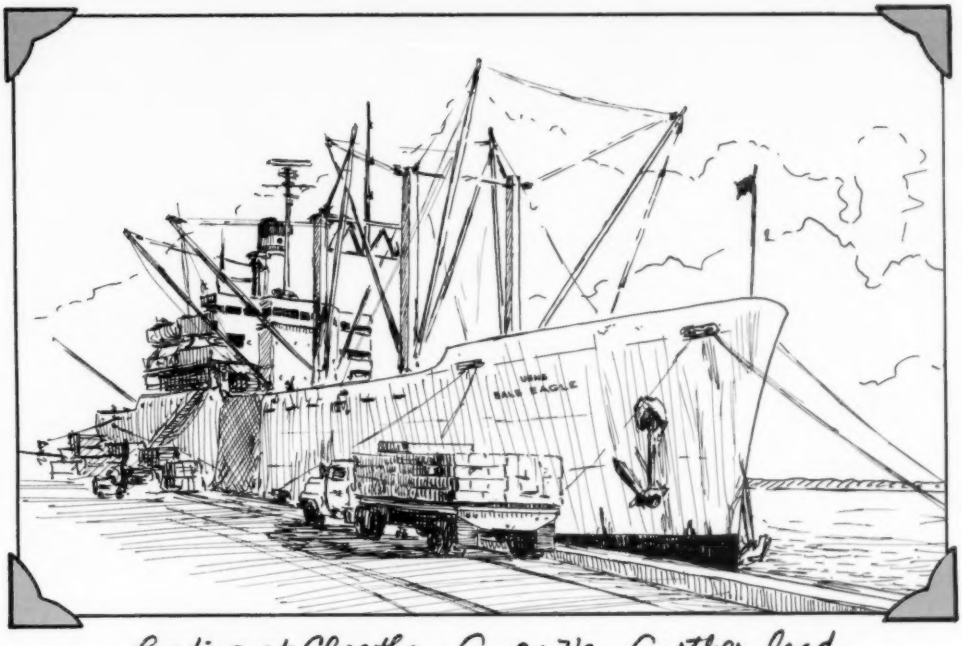
Our life is closed—our life begins,
The long, long anchorage we leave.
The ship is clear at last—she leaps!
She swiftly courses from the shore.
Joy! shipmate — joy.

Those words by Walt Whitman are indicative of the poet's love affair with the sea—a love affair enjoyed by another artist, a former crewman on Military Sealift Command ships.

Michael Duguay now works for Hammermill Paper Co. in Oswego, New York, as an engineering draftsman. But, while his attention may be on the drafting table, and

My first MSC ship, the General William O. Darby, on the Weser River in Germany.





Loading at Cheatham Annex, Va. Another load of Morton's frozen donuts for the crew!

his fingers occupied with design of paper mill equipment and machinery, his heart is still "at sea."

That's why he spends a great deal of his spare time painting or drawing pictures of ships—all kinds of ships, including MSC vessels he once sailed on. Some of his sketches—and comments—accompany this story.

Right now he is putting the finishing touches on an oil painting of one of the nine 25,000 ton tankers being built by private owners for long-term MSC charter. He plans to present it to Rear Admiral John D. Chase in mid-June—and there's already a space for it on the wall in MSC headquarters alongside the oil painting recently presented the MSC commander by the crew and master of the USNS Upshur.

Mike also keeps busy with another project, turning out enough ship sketches to fill a book he hopes to publish. As a matter of fact, his avocational obsession for things seagoing is the basis for one of those little jokes every family has. When he finishes a painting, and before he shows it to his wife Elfriede, she asks· "Another ship picture?"

If Mike had no family—and that family now includes Peter, 12; Monica Anne, 13, and Kristina Michelle, 6—he might still be sailing the seven seas aboard MSC ships. But, since he also is a devoted father and family man he does the next best thing, bringing the sea and ships to life via his pen, brushes, charcoal and pencils.

And he has a strong supporter in son Peter who already is enthusiastic about things nautical and artistic.

Mike also began his interest in art at an early age, majoring in that subject in high schools in Oswego and Mexico, New York. No stranger to travel at an early age, he was born some 34 years ago in Worcester, Mass.

Before he completed high school, he struck out on his own, joining the Navy. After two years as a metalsmith fireman aboard the USS Diamond Head, he went to work for a shipyard, Bethlehem Steel in Baltimore.

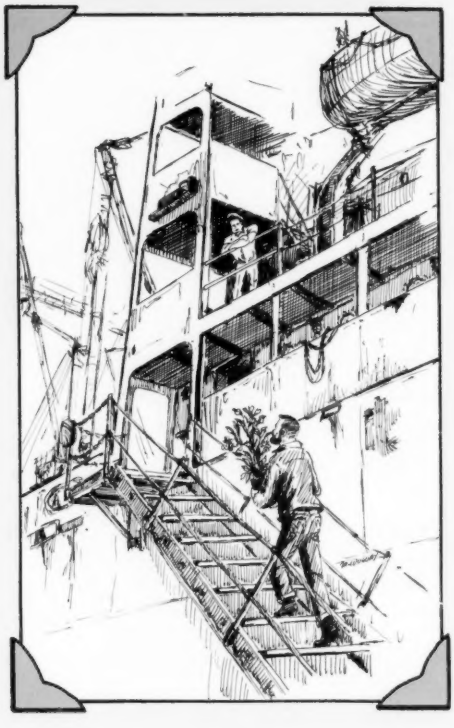
When shipbuilding contracts ran out, he embarked on a series of jobs, working in machine shops and other areas where his engineering-art talents could be put to use to earn a pay check.

But the sea called, and like Walt Whitman's ships he left the anchorage of a job ashore, sailing on National Maritime Union manned commercial ships. In 1962, he saw a story in an Oswego newspaper that said MSC, Atlantic was looking for crewmen for the USNS Blatchford. He applied, and got a job—aboard the USNS Darby. That troopship was sailing the East Coast to Bremerhaven run.

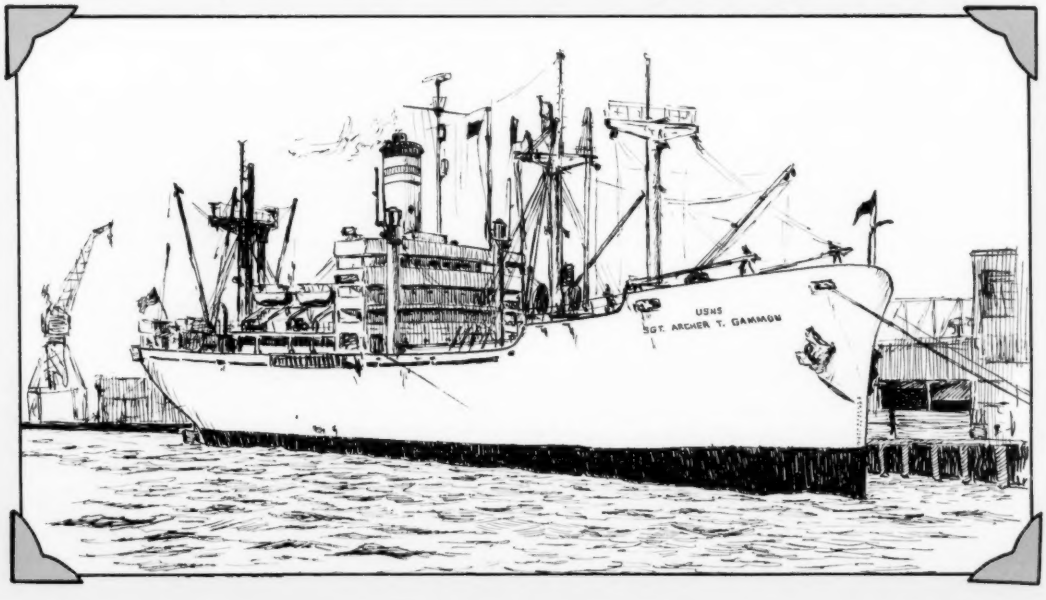
Other MSC ships he served on include the Bald Eagle, Kelly, New Bedford, Taurus and Comet. And he got to see more of the world when he joined the crew of the USNS Gammon. He still has fond memories of that ship and her crew. "Best people I ever worked with," that's the way he puts it. He still is apt to drive all night to

My cabin on the Gammon, drawn nearly eight years after I left the ship. I tried to keep flowers and plants to liven up the color scheme but I never had much luck.

Another sketch from memory of myself hauling a flower pot up the gangway of the Gammon.



A chunk of this ship went with me when I left her in Jacksonville, Fla. I stayed on her the longest and got to know her like a woman. They don't have to be sexy as long as they're loveable!!



an East Coast port when he has an opportunity to meet with old shipmates from the Gammon—or other MSC ships.

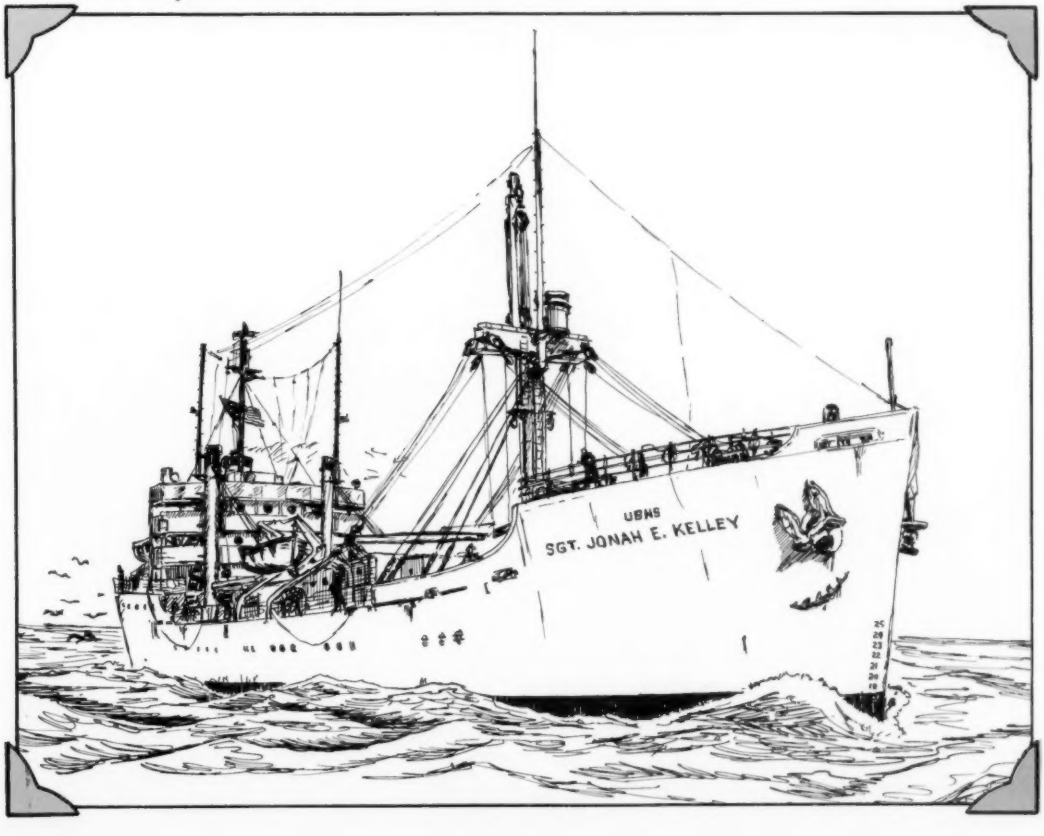
Mike also has high praise for the food served aboard MSC vessels—with the New Bedford rated No. 1 in his book. "Our cook-steward did the shopping, and the cooking, and the food was fabulous."

During his travels to Europe, the Far East, Newfoundland, and other ports, Mike Duguay worked as a fireman, oiler, reefer engineer, junior engineer and engineer utilityman.

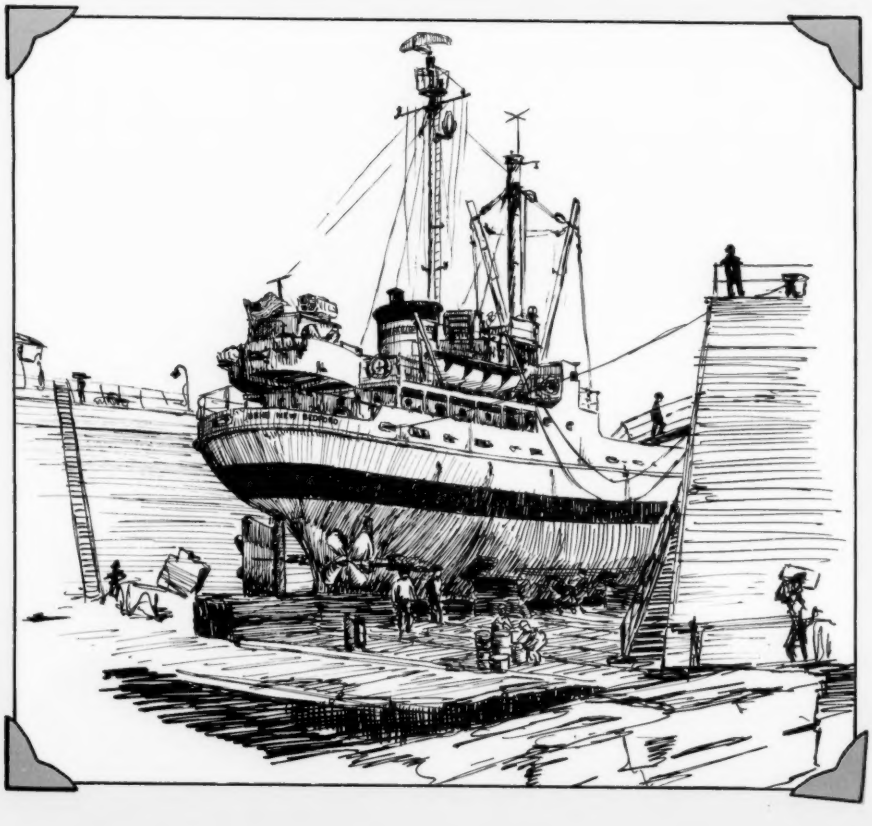
At the same time, he pursued his second love, art. Drawings and paintings he turned out grace many of his former shipmates' dens. Not all are external views of a ship and the sea it sails. With a realistic eye and a sure stroke, he graphically captured familiar ward-

Being in the engine room myself, I always pictured the deck crew in a little different light. No offense to the AB's but everyone can't be beautiful like the engine room people!!

I never cared much for diesel powered ships, but if nothing else the Kelley was a good feeder, typical of all MSC ships.



USNS New Bedford was a great ship for a guy who liked to eat and didn't feel like going to sea too often.



We poked a hole in our bottom and headed down to Staten Island for drydock. One thing about the New Bedford, when she did go out to sea, you <u>knew</u> you were at sea !!

room, galley, engine room and deck scenes. And he is especially proud of those which focus on the flowers and plants he was fond of growing in his own quarters.

"The paintings and drawings last longer than the plants," he explains. "They either died because of the salt air, or I had to dispose of them before entering port because of agricultural regulations."

In between shoreside and seagoing jobs, Mike found time to go back to high school. And, in 1959, he married the former Elfriede Strunk whom he met in the Catskills, an environment where there were no ships to rival his attention.

Mike got involved in the oil painting he now is doing when he wrote the MSC public affairs office and asked for photos of ships he might use as models for his painting. Before long, he had committed himself to do the painting. Unfortunately, there are no photos or artist's concepts of the nine small tankers MSC is to receive by the end of 1974. That, however, didn't daunt Michael Duguay. Using his experience as a shipboard engineer, skills sharpened on the drafting tables, plus blueprint skeletons of the tankers, he turned out a series of sketches. One picked by Admiral Chase is now being rendered in oils.

But, for Mike Duguay that labor of love is just one step in his lifelong pursuit of the seagoing life. He'd like more ship pictures, more contact with those who still sail MSC ships so that he can keep up with new developments, and old friends.

That's why he asked that his address be printed in this article. It's 71 Ontario Street, Oswego, New York 13126. Like Walt Whitman's ship, he will leap with joy when he hears from old shipmates. □

Michael Duguay

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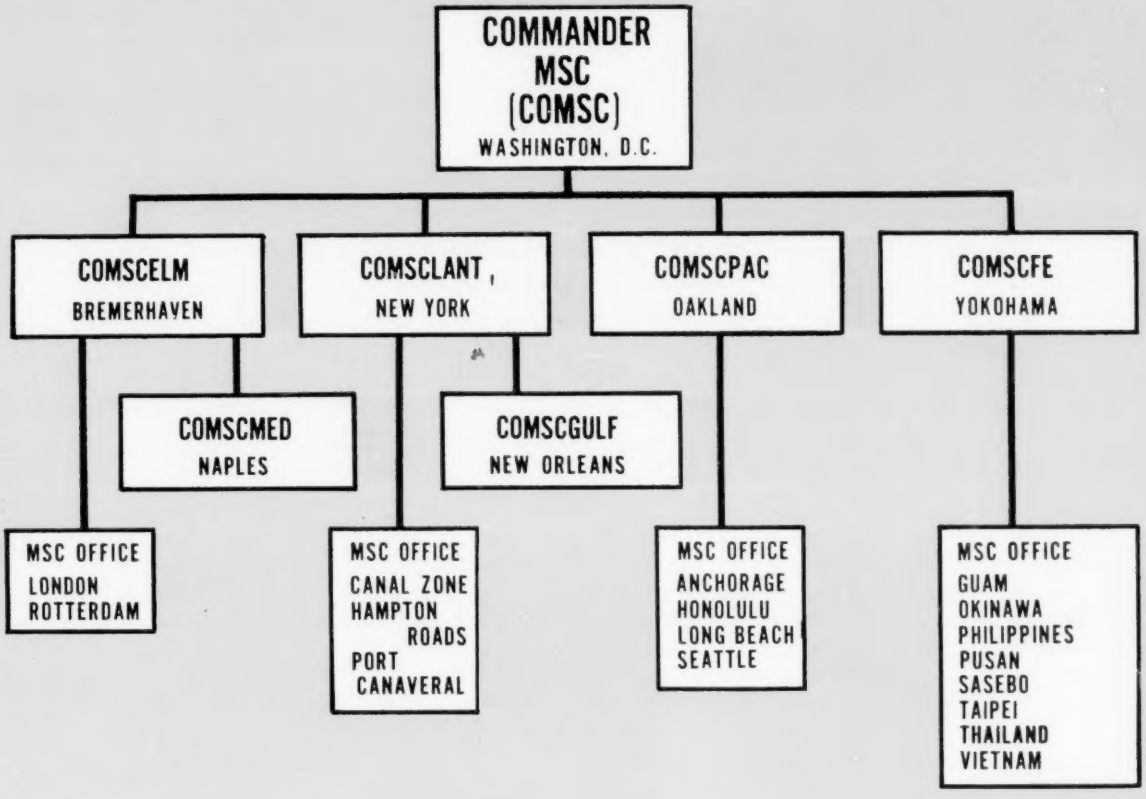
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